Applying CDA lessons to MEM and IND

E Workshop 12/06/07

- Location:
  - Low density-low returns Vs High density- high returns
  - Baby steps – Low density to learn how to implement CDA?
  - Potential cost benefits – Is there an analysis that shows airport with highest benefits potential?
  - Potential capacity impact
  - Other carriers participation
  - Environmental challenges
  - Do we need a location where local ATC is open-minded?

- Arrival design
  - Calculate top of descent for most probably requirements
    - Account for different FMS boxes
    - Account for different aircraft profiles
  - Crossing restrictions should be windows
  - Wind model - RUC
  - Can include vectoring on level segments
  - Low density airports
  - Flexible enroute spacing
  - Special operation airspace constraints

- Implementation
  - Low density-low returns Vs High density- high returns
  - Start with low risk ops: SDF lesson – not Hub sort drivers
  - Identify on/off situations and design trigger
  - Identify other constraints – ie SDF taxi in path complexity
  - Flexible enroute spacing

- Enablers/Studies
  - Human factors study to determine crew workload
  - RTA calculation
  - Required separation at TOD or metering fix/arc

- Metrics
  - Capacity impact
    - Is AAR a good metric?
    - Separation on final
  - Operations Costs
    - Vertical profile
    - Distance and time after TOD
    - Fuel burn after TOD – baseline